SECOND EXTRA

7:45 O'Clock A. M.

Serious Accident to the Exposition Flyer Near Avon, SWITCH WAS LEFT OPEN Twelve Miles From Indianapolis.

THIRTEEN PERSONS HURT

FOUR SEVERELY AND NINE CUT, SHAKEN AND BRUISED.

Otto Gresham, Well Known in Indianapolis, Slightly Injured in the Right Shoulder.

SLEEPING COACH THROWN DOWN A STEEP EMBANKMENT.

Turned Over and Over and Landed on Its Top-500 Feet of Track Torn Up-Narrow Escapes.

-The Injured .-OTTO GRESHAM, Chicago, slight bruise

of right shoulder. MRS. S. A. ENGLEHART, Middleport,

O., severe scalp wound MISS ANNA ENGLEHART, Middleport,

O., flesh wound, left side. A. G. MAGUIRE, St. Louis, left knee in

jured severely ISAAC DEIR, Rochester, N. Y., left side

of chest bruised. C. S. TARE, St. Louis, bruised back.

CHARLES LAMB, St. Louis, bruise on right side of chest and neck sprained. N. Y. WEIRE, New York, colored por-

ter of sleeper Othman, right hip wrenched. C. W. WOODS, Los Banos, Cal., scalp

J. C. HARRIS, colored porter sleeper Formosa, severe strain arm and foot.

H. C. KLEIN, Cleveland, O., nose cut and right foot sprained.

SAMUEL ELLIS, colored porter, New York, right wrist badly cut and bruises, GEORGE C. DEAN, St. Louis, Pullman conductor, injured internally and bruised.

A broken rail caused the wreck of the Big Four Exposition Flyer two miles west of Avon. Ind., and twelve miles from Indianapolis, at 1 o'clock this morning. The Exposition Flyer is train No. 43, which left Indianapolis at 12:30 o'clock this morning, bound for St. Louis. The train twenty-five minutes late and when derailed was speeding along in the darkness at forty-five miles an hour. Thirteen passengers were hurt, with injuries ranging all the way from slight cuts, made by broken glass, to severe internal injuries. No one was killed, and early reports of the wreck, which reached Indianapolis at 3 o'clock, were exaggerated, partly because of the comparative isolation of the little

NO LOSS OF LIFE. While there was no loss of life and no one was fatally hurt, the property loss Railroad officials were to make even an approximate estimate of the damage. The track was so hadly torn up, and for so great a distance, that traffic on that part of the division will be suspended until a late hour this afternoon. Trains are being detoured via the Vandalia to Greenacstle, where they are transferred over the Monon to the Big

Four St. Louis division again. On account of the rapidity with which the train was running, the peculiarities of the roadbed at the point where the wreck occurred, and the dizzy manner in which the sleepers turne dover and over in falling down a twenty-foot embankment, the escape from death or fatal injuries of a score of passengers and trainmen in the derailed sleepers is nothing short of miraculous. In this respect the wreck is probably unparalleled in ratiroad history in this State. It is estimated that there were 150 passengers on the train and railroad men say that when the fact is considered that only thirteen received comparatively slight injuries the wreck is almost a curi-

usity in the annals of railroad disasters.

clans received the heartiest praise from Superintendent Van Winkle and other rail-

road officials who were on the scene.

WRECK A PECULIAR ONE.

Its Features Practically Unknown in Railroad Annals.

The wreck was a peculiar one in that after the coaches had all passed over a defective rail the last one splintered it and caused a spreading. The last car went off first and in its descent caused the one front of it to leave the track and jerked it with it in its descent to a cornfield below. The next car was drawn from the track, but not off the right of way. The rest of the train, by the breaking of the drawbar and coupling pin, was saved from disaster and dashed forward for some distance. The rails and ties were torn up for five hundred feet.

In the sleeping cars were many passengers who boarded the train in Cincinnati, and in one sleeping coach at Cleveland. These passengers were all west bound for long distances and the majority of them, wearied by their long ride, were fast asleep when the coaches in which they were sleeping were hurled from the track. That their escape from death was remarkable certain, as the coaches were literally hurled through the air. In the sleeping car the passengers were partially confined within their berths and the darkness and confusion immediately after the wreck added terror to the wailings and screams of frightened women and children.

After the engine had been stopped and the conductor and passengers of the day coaches had got back to the overthrown coaches they formed a searching party and by breaking in windows and opening the doors succeeded in liberating the passengers. When the people emerged from the coaches most of them were clad in their night clothes, and their plight, increased by the bitter cold wind of the early morning, was miserable.

OTTO GRESHAM HURT. Otto Gresham, of New York, son of the the last sleeping car. When the rescuing senger, Patrick McLaughlin, were busy at Being intractable, the Taggart machine of his berth and was, when attended, found to be suffering from a dislocated shoulder. | was hurled to the forward end of the car. | a good many other machine Demo-Mrs. Englehart was cut by glass and inter suffered injuries that were painful and dress. Samuel Ellis, of New York, the his seat and his hand jabbed through a window, cutting his wrist severely.

of St. Louis, was caught in the vestibule and crushed so badly about the hips and body that it is thought his injuries are serious. It was necessary to use axes to extricate Dean from his pinned-down position in the vestibule. Of the other passengers in this coach the most serious injury was that of A. G. Maguire, of St. Louis. Mr. Maguire was thrown with such force against the side of the car that his leg was fractured at the knee. N. Y. Weire, of New York, porter of this car, was cu on the head by a splinter of flying glass, and, with a small cut on the arm and a bruise on the leg, escaped without serious injury. C. S. Tare, of St. Louis, suffered injuries painful but not serious by his violent contact with the floor of the car when he was huried from his berth. His back was injured and with a few scratches he was dragged from the wrecked car. Charles Lamb, whose home is unknown, was also slightly injured in this

OFFICIALS NOTIFIED. When the seriousness of the wreck was ascertained Conductor Clint Jackson, of Indianapolis, ran back to Avon and filed a telegram to the Big Four officials here apprising them of the wreck. He then went back to the wreck and, detaching a coach and his engine from the train, placed all of the seriously injured passengers in the coach and started to Danville, a distance of six miles. Here the patients were put under the care of Drs. C. A. White, W. T. Lawson, Joel T. Barker, Thomas Barker, C. E. Farrabee and W. J. Hoadley. This corps of surgeons, with several volunteer nurses, dressed the injuries while the coach was taken back to the scene of the wreck. At the wreck the surgeons bound up the slight wounds of the other passengers and attended them until the arrival of the special train from Indianapolis carrying Chief Surgeon Ford, of the Big Four Railroad, and Drs. Reginald Garstang, J. Rilus Eastman, Frank O. Dorsey, L. Ensminger and | then started to Indianapolis to replenish Ray Newcomb. On the special train, which left Indianapolis at 4 o'clock, were Supt. J. Q. Van Winkle, of the Big Four system, and Chief of Motive Power Garstang. Division Superintendent Baldwin also was with the party.

When the special train from Indianapolis reached the scene nothing was needed, and after directing the care of the injured the train returned. Chief Surgeon Ford and Dr. Ensminger accompanied Dr. White and the Danville surgeons with the train. Ford will remain with the train until St. Louis is reached and arrange for the reception of the injured passengers as their destinations are reached.

CONDUCTOR'S STORY. Conductor George C. Dean, of the Pullman cars, said that he had just closed the vestibule after leaving Avon. After the train had run about half a mile and had gained great momentum he felt a sudden jar, followed by three or four heavy bumps, and before he could open the door leading into the interior of the car he felt an unusual motion as the car rolled down the position Flyer. The work of the physi- embankment. After the car stopped he morning.

found himself pinioned tightly between the SCORES OF FOOTBALL GAMES. rear of the car and the door leading to it. When the searching party effected an en-(For details see Pages 1, 2 and 5.)

trance into the car he attracted the attention of members of it and was soon released after axes had been used. He then directed the searchers to the berths in which he thought there were injured passngers. After the party had got into the coach with their lanterns the badly-frightened passengers were found in all positions imaginable, as they struggled to walk along | Madison Commer. 22-Indpis. Reserves 0

what had been the walls of the car. The Big Four tracks at the point are so Fort Wayne 0-Huntington H. S 0 badly torn up and the Hight of way so demolished that it will be late this afternoon before trains may pass the point. The wrecking crews from Indianapolis and Danville were working on the wreck early in the morning, and expected to complete their work before the day is over.

BRAKEMAN'S NEGLIGENCE CAUSED FATAL WRECK ON J., M. & I.

Near Saffron Passenger Train No. 32 Crashed Into Loaded Coal Cars Standing on a Siding.

senger train, 15 Walcott street, city. -Injured.-LOUIS N. GRANT, fireman, 1314 South-eastern avenue, left arm broken, scalp wound and severely bruised.

JOHN F. CLAYTON, baggageman, 906 Wright street, severe cuts about the head and bruised.

PATRICK M'LAUGHLIN, express messenger, Louisville, Ky., bruised on the left

CHARLES HORNEY, conductor, Louisville, Ky., bruises and severe scalp wound on back of the head. MRS. JENNIE KINAEBER, Columbus, Ind., bruised about the face and cut on chin.

PETER KESSLER, Seymour, Ind., right

An open switch on the J., M. & I. Railroad at the siding at Saffron, two miles south of the Belt Railroad, caused a wreck at 6:24 o'clock last night which resulted in the death of Engineer George H. Frazier, the severe injury of the fireman, Louis Grant, and the slight injury of five others, including two passengers of the train. Train No. 32. Louisville accommodation of the J., M. & I. road, consisting of one baggage coach and two passenger coaches, ran into

an open switch-open, it is claimed, because of the negligence of an employe of the road, Louis Angel, a brakeman. The train crashed into a cut of four steel cars loaded with stone which were standing on the siding awaiting the passage of the passenger train. The report of the wreck reached Indianapolis immediately, and soon after it was received a special car was sent to the scene in which Drs. John H. Oliver and David Ross were taken to the scene of the wreck

to attend the injured.

KILLED IN THE CAB. The engineer of the passenger train, George Frazier, was killed at his seat in the cab of his locomotive by the driving the Taggart machine, of which Mr. Keach rod of the engine which was driven through the cab. His fireman, Louis Grant, jumped | cording to the plans of Keach. Mr. Keach from the cab when the train left the main is a rather eccentric sort of politician who track and escaped with a broken arm and has a large following in the Democratic late Walter Q. Gresham, one time secre- severe body bruises. The baggagemaster, ranks, and he has been thought of as a tary of state, was occupying a berth in John F. Clayton, and the express mes- candidate for mayor for at least two years. party found him he was unable to get out | their duties of arranging the baggage when | has not pushed him. Mr. Keach, it is the train struck the coal cars, and each said by some of his triends, thinks, like Mrs. S. E. Englehart and her daughter, McLaughlin was fortunate in sustaining crats, that Mr. Taggart is exploded as a Miss Anna Englehart, of Middleport, O., only slight bruises on the hip and knee and | magical leader and that his domination of were occuping a stateroom in that coach. Clayton, in striking the end of the car, cut | city politics bodes no good for the party. a large gash in his head and this injury, His friends are, consequently, announcing jured internally. Both she and her daugh- with several severe bruises and scratches, that he will give Bell a fight if the mawas sufficiently serious to necessitate his chine tries to dictate his nomination. difficult for the attending physicians to being sent to his home, 906 Wright street. after he had been brought back to this negro porter of the car, was thrown from | city. Charles Horney, the conductor of the | against the burden of the Taggart machine. coach of the train talking with a pas-In the Othman Conductor George C. Dean, senger when the wreck occurred and he the conclusion that Taggart and his friends was thrown with great violence to the floor and rendered unconscious. His injuries consist of a severe scalp wound on the back of the head and a painful bruise.

Kessler, of Seymour, were but slightly injured and were able to proceed with the other engine at 10:25 o'clock. Last night's wreck on the J., M. & scene of last night's wreck, opposite Garfield Park. In this collision, Fireman Louis Grant was painfully injured and Frazier, the engineer who was killed last night. escaped with nothing more serious than a it was claimed, was due to the bad judgment of the engineer of the freight engine in allowing his engine to protrude from the siding onto the main track in the way of the passenger train. The passenger engine struck it with the force of a train running twenty miles an hour and locomotives were derailed and rolled down the embankment at that point. The property loss and damage of the wreck was insignificant and the right of way was only

blocked a few hours. NEGLECTED INSTRUCTIONS. The wreck which occurred last night was due to the neglect of Louis Angel to follow out the instructions given him by his superior, John Long, conductor of the freight train known to the railroad men as the second 84, a local freight between Indianapolis and Jeffersonville. Long, Angel and Edgar Phillips, the rear brakeman, were in charge of the freight train. They left Indianapolis before 6 o'clock, but when Greenwood was reached the engineer discovered that there was a lack of water in the tender. After waiting for the passage of Train 33, from Louisville, a section of the train was left at the siding near Green-Another part, consisting of four cars, two of them new steel cars laden with stone, was taken to the siding at Saffron. Here the engine was cut from the cars and Angel, the front brakeman, instructed by conductor to stay with the cut and after the engine had pulled out of the siding to close the switch. The engine was After the engine had passed the switch

Angel threw over what is know as a Q "throw-off"-a mechanical device used on railroad switches to prevent the cars left standing on a siding from rolling onto the main track should the passage of another train start them in motion-but did not close the switch. The switch target is about the length of a car from the "throwoff," and this oversight of Angel's is hard for the railroad employes to account for. He is said to be a railroad man of more four years' experience and has worked on the Panhandle system long enough to know the entire road between Indianapolis and Louisville Train 32 left Indianapolis at 6:15 o'clock with seventy-five passengers from Indianapolis for way points between here and

(CONTINUED ON PAGE 4, COL. 6.)

run slowly until after the Belt Railroad

been crossed. At Raymond street.

James H. Gormley Acquitted. CHICAGO, Nov. 27 .- James H. Gormley. president of the Masonic Fraternity Temple Association, who has been on trial for conspiracy to defraud the county out of taxes due on the Masonic Temple property. was acquitted by the jury at 9 o'clock this

Indiana Elevens. Purdue 6-Notre Dame 6 Indiana 6-Ohio State..... 6 Culver M. A 34-South Side Acad 0 Vincennes 32-Austin College 0 Marion H. S 0 South Bend H. S 0-Goshen H. S 0 Lafayette Stars 5-Delphi Rensselaer A. C 36-Battle Ground 0 Converse H. S 16-Kewanna H. S 0 Columbus H. S..... 10-Madison C. C. 2d.... 0

Montpeller J. A. C., 5-Bradford (Pa.)..... 0 In the West and South. .23-Minnesota11-Wisconsin 0 .12-Northwestern 0 .47-lowa College...... 0 Armour Institute 12-Augustana 5 .33-Keokuk Medics..... 0 .35-Utah11 Central University.. 2-Louis Y. M. C. A... 0 12-North Carolina.....12 .12-Alabama Poly 5 .11-Tulane 0 Mississippi Texas A. and M 11-Texas University 0 5-Johns Hopkins 0 Sewanee 11-Vanderbilt 5

GEORGE H. FRAZIER, engineer of pas- Georgia12-Auburn 0 In the East. Pennsylvania12-Cornell11 Columbia 6-Syracuse 6 Carlisle 21-Georgetown 0

DEMOCRATIC MACHINE SMASHED BY HIS DISAFFECTION.

Fight Will Be Made Against Joseph E. Bell.

TAGGART'S SWAY IS

"ANTIS" STRONG AND HOTLY DE-MAND FAIR TREATMENT.

Almost a General Revolt in Democratic Lines Against Old Regime -Many Malcontents.

Should Joseph E. Bell become a candidate for mayor before the Democratic convention James L. Keach will also be a candidate. This is not according to the plans of has been an important piece, but it is ac-

As a matter of fact, there is almost a general revolt in the Democratic lines passenger train, was standing in the last | Those who have regarded the career of the party for a number of years have reached got everything except the places on the county ticket when there was no hope of election. It is related that last year when it was decided to swing the machine in be-The other two persons injured, Mrs. Jennie | hind Bell as a candidate for mayor that Kinaeber, of Columbus, Ind., and Peter | Keach and one or two others threatened revolt and Bell was quickly withdrawn was loud rooting, but Training School playtrain to their homes when it left with an- even after he had formally announced himself as a candidate. Keach's friends say is the second one on this system within two he does not want the nomination and does weeks. Nov. 16 the same train, No. 32, not want the office, if elected, but he is so would do everything to prevent it. Keach's friends say the Taggart crowd is loath to let go its hold on the party machinery and that the only way to break its grip is for shock to his nervous system. That wreck, him to head an anti-machine movement.

AGAINST TAGGART. "There is, so far as I know, no purpose to repudiate Taggart, but there is a purpose to take the mastery of the party from him. His wonderful power of organization is limited to occasions when he himself was at stake, and then organization was made by men like Keach, Polster, John Christian, E. M. Johnson and others who were personally strong. In 1900 and 1902 he has been effectless as a leader or organizer. In 1901 he made a futile effort to dictate who his successor should be and the vote that was polled for Moore, who opposed Charles Maguire in the primaries. indicated the opposition to his dictation. That element is stronger now than ever. We want a new deal all around-the same kind Taggart asked and got in 1886 when he first entered politics. There is another generation in politics now and it cannot be cajoled with promises nor blinded by eulogies about 'oily Tom's' greatness' A friend of W. F. Moore said susterday

that he would be a candidate again unless the Democrats selected some one besides Bell. Moore is not for Keach because he remembers how Keach bought and advercity nominating campaign. Moore, it is believed, feels that with two candidates like Keach fighting there is a good chance for him to slip in and get the plum. Moore received over 4,000 votes out of 11,000 in the last nominating primaries. The indications in the Democratic camp

all point to a fierce struggle to oust the Taggart crowd. Disinterested Democrats say that Keach realizes that the "antis" are the strongest and that he wants them to have some one to concentrate on and will hold himself as a candidate until some one satisfactory to all the "antis" may be found. But that he will oppose Bell if no one else does is conceded to be a fact.

MANY LADRONES KILLED.

Aggressive Campaign Conducted by the Philippine Constabulary.

MANILA, Nov. 27 .- The constabulary are carrying out an aggressive campaign Louisville and passengers for points on gainst the Ladrones and fanatics in the the Madison branch. Charles Horney was the conductor in charge of the train, which northern part of the island of Leyte and in the island of Biliran. Inspector Crockett with a force of constabulary engaged the Ladrones six times near the village of Ormoc, on the south coast of Leyte, and killed thirty-nine of them. Corporal Montague, at the head of another detachment of constabulary, inflicted a defeat on a band of Ladrones near Talibaug, on Biliran island, killing thirteen and capturing thirty-six of them. The constabulary or its side has suffered no casualties.

M. T. H. S. CLEARLY OUTPLAYED BY THE BLUE AND WHITE.

On a Field Covered with Snow and Slush Weight Counted for More

MISPLAYS AND FUMBLES MARRED AN OTHERWISE GOOD CONTEST.

.18-Washington (St. L.). 0 Right End La Follette, of Shortridge, Played Like a Veteran for Remarkable Gains.

BIG CROWD SAW THE GAME

THREE THOUSAND PEOPLE SHIV-ERED IN THE COLD AND WET.

Young Gladintor's Spurred to Greater Effort by Fair "Rooters"-Story of the Game.

First half-S. H. S., 12; M. T. H. S., 0. Second half-S. H. S., 0; M. T. H. S., 0. Final score-S. H. S., 12; M. T. H. S., 0. SCORES IN FORMER YEARS.

1896-M. T. H. S., 12; S. H. S., 0. M. T. H. S., 18; S. H. S., 0. 1897-No game. 1898-M. T. H. S., 0; S. H. S., 0. M. T. H. S., 16; S. H. S., 0. 1899-M. T. H. S., 11; S. H. S., 0. 1901-M. T. H. S., 17; S. H. S., 6. 1902-S. H. S., 12; M. T. H. S., 0

Revenge is always sweet even if it is mixed with snow and water. After seven years of waiting Shortridge High School was able to administer a stinging defeat to the Manual Training High School eleven yesterday afternoon, the final score resulting 12 to 0 in favor of Shortridge. It was the first victory for S. H. S. in the history of the championship games between the two high schools and it must be acknowledged that it was somewhat surprising, but none the less deserved. The score was decisive and the victory was better earned than the score indicates. The blue and white boys outclassed the champions of former years in every particular. When it is considered that only twice during the game M. T. H. S. was able to advance the ball by line bucking to a first down it can be realized how strong was the defensive game played by the Shortridge team. M. T. H. S. was simply outclassed and the game was won by Shortridge on its merits.

PLAYED IN SNOW. Washington Park gridiron was covered with snow and slush. An effort was made to scrape most of the snow from the field but all of the gridiron could not be cleared before the game started. While the conditions were better than they would have been on any other field, yet the superior advantages of Washington Park could not prevent the gridiron from being covered with slush and mud. The small space near midfield on the south line, which is part of the infield of the baseball diamond, was a sea of mud and it was agreed before the game that should a man be tackled on that part of the field that the ball should be carried toward the center of the gridiron.

Over 3,000 people witnessed the struggle for the high school football championship. Shortridge students were the most demonstrative in their rooting, and cheered from the time the blue and white players went on the field until the contest was over. The red and white rooters had a band to help them "root" for their players, but they lost heart in the first half and their cheers were infrequent. When the team filed on the field for the second half there ers failed to do anything brilliant to bring forth applause from their supporters. The crowd was exceptionally orderly for such a day. There was not a semblance of a teams. It is said that a few Manual Training High School followers on the bleachers desired to bet before the game that Clark would not last five minutes and would not make a gain of five yards while he was in the game, but if any such bets were taken the Manual Training High School boys lost, as Clark was one of the best ground gainers for Shortridge High School. and played during the entire game. It was also said an effort would be made to disable Dean, the Shortridge full back, but he escaped injury and played in both halves. During the early part of the contest the field was kept clear, but in the second half the crowd swarmed on the gridiron and delayed the contest.

CONTEST EXCITING. The contest was an exciting one. It was devoid of sensational and spectacular features, because the heavy field made long runs impossible, but there were many exciting features in which Shortridge easily carried off the honors. The Shortridge team played a better game and won. The line of the blue and white was almost impenetrable. It was pierced only once during the first half and once during the second half did Training School make a first down against Shortridge, and then only by concentrated efforts against the line Glass was pushed through once for a first down, and Saunderson advanced the ball to first down. Every man on tised Moore's brewery tickets in the last the Shortridge team was imbued with a spirit of confidence, and collectively and individually the players fought hard for a victory and deserved all they earned The star player of the line was the lightest man on the team. He was La Follette the little right end, who covered himself with glory and was a tower of strength to the blue and white aggregation. Time and again he tackled the Manual Training High School backs and tackles before could make a gain, and he broke up interference like a veteran and furnished good interference for the Shortridge High School backs. He was especially strong on tackling the opposing players after punts, and to him belongs much of the credit of preventing Training School from returning the ball after punts. He was always on the alert, and several times pounced on the ball after it was fumbled by an opposing player. He was injured during the second half and was relieved by Hare, who also played a good game. La Follette suffered an injury to his knee, Dr. Dugan saying that the ligaments were badly strained.

Gipe, at right tackle, and Dugan also played a strong game on the right side of the line. Van Winkle made a good center, and Paine, Connor and Shank, the men on the left side of the line, did their work a commendable way. Connor broke through the M. T. H. S. line several times and tackled the man with the ball. the line Shortridge easily excelled M. T S Dunning, at quarter, did good work and had less fumbles charged against him than T. Shrieler, M. T. H. S.'s quarter. Clark and Scott, in the half back positions were consistent ground gainers, while Dean, at full, played a good game. Shortridge was equally strong on offensive and

defensive work, and never faltered during the entire contest. On punting Scott ex-

M. T. H. S. FOUGHT HARD. The M. T. H. S. players battled hard to

secure a victory and to add to the list of championships secured in former years, but they were outclassed. In the fierce struggle, in which good football predominated, Training School lacked the stamina and the strong offensive play to place the red and white in even a good position to win. The line, which before the game was supposed to be superior to S. H. S., was found to have weak and vulnerable places, through which the Shortridge players went like a battering ram. The men back of the line were also weaker than the Shortridge backs. Fumbling at critical times lost many chances to advance the ball. In making these errors Captain Shideler was as much in fault as his teammates. The ball was slippery and the players were cold, their nands being chilled and wet, and it was surprising that more fumbles were not committed. But even in this respect Shortridge had the best of it and committed fewer misplays than the red and white. Fortune was not as strong at

tackle as he showed up to be in former games this year, and through him many of the gains were made. Steele held his

position a little better. Glass and Rother

did well in the guard positions. Jack and

Tad Shideler were stronger on defense than on offense. The game was a clean one, the officials insisting on the men refraining from rough tactics. Both teams were penalized, M. T. H. S. for off-side plays and Shortridge for holding in the line. Shortridge scored her first touchdown by steady line bucking early in the first half. The blue and white backs hammered the right side of the M. T. H. S. line for substantial gains and rushed the ball down the field. Fortune seemed to be the particular mark against whom the Shortridge players concentrated their efforts. The second touchdown was made possible by Captain Scott recovering the ball on Training School's one-yard line after he had punted it. It was after that play that Clark was forced through for a

SCOTT KICKED OFF. The M. T. H. S. players marched to the field at 2:30 and were cheered by their supporters. Shortridge men followed in about a minute and received an ovation from the wearers of the blue and white. M. T. H. S. | Special to the Indianapolis Jowon the toss and chose the west goal. Scott | LAFAYETTE, Ind., Nov. 27 .- Purdue kicked off thirty yards for Shortridge, and Notre Dame fought strenuously for Fortune secured the oval but was downed State championship honors this afternoon. by Scott before he made a perceptible gain. and instead of the predicted easy victory Warren tried to hit the line but failed to over the South Bend team, Purdue just gain. Jack Shideler bucked center for a managed to tie the score in the last few vard and Shortridge held, the next mass minutes of play. It was a lucky thirty-(CONTINUED ON PAGE 8, COL. 2.)

AMERICAN AMBASSADOR AT BERLIN HONORED BY THE KAISER.

Humorous Allusion by His Majesty to President Roosevelt's Hard Luck in Hunting Bears.

BERLIN, Nov. 27 .- Emperor William, in his farewell audience of Ambassador White to-day, presented him with the gold medal of the empire for science and art, which is first touchdown, twenty minutes after the given once a year to a person, either a kick-off. Despite the frantic attempts of German or a foreigner, who in the opinion Davidson, Miller and Kaylor to stop Salof the government is best entitled to it. mon, the wonderful full back would dash Emperor William said that, while it was a again and again against Purdue's line and pleasure to make the presentation, he did it had to yield. At its own one-yard line so on the recommendation of Chancellor | Purdue took a brace and held for two Von Buelow and Foreign Secretary Von downs, but on the third attempt Salmon Richthofen. His Majesty added for his tore through and scored the touchdown. personal remembrance he was having a He then kicked goal. porcelain vase made at the royal works here for Mr. White.

With Emperor William when Mr. White handed his Majesty President Roosevelt's letter of recall were Count Von Eulenburg, the grand marshal of the court, and Baron Von Demknoesbreck, the introducer of ambassadors, who drove to the palace with Mr. White in a royal carriage. The United States flag was raised over the palace as Mr. White approached. Emperor William was very cordial in his reception of the retiring ambassador. His Majesty said he appreciated how much Mr. White had done to forward a good understanding between the United States and Germany, and add-"The only thing you have ever done that I do not like is your leaving us." The Emperor alluded laughingly to Mr. Roose-velt's hard luck while bear-hunting in the South, and begged to be remembered to him personally when Mr. White wrote to

Mr. White mentioned his Majesty's speech vesterday at the railroad station at Essen, and the Emperor replied with feeling: "Herr Krupp spent his life in doing acts of mercy and kindness to others, and how cruel have been the attacks upon him!" After the audience Mr. and Mrs. White lunched with Emperor William, who kept them with him for two hours. The others at the table were the Grand Duke of Oldenberg, Prince Henry and Princess Henry of Pless, and the newly appointed German military and naval attache at Washington. The Empress was not present, being at Potsdam. The Prince of Pless, who is just oack from America, where he represented Emperor William at the opening of the new building of the New York Chamber of Commerce, said: "They gave me an admirable time. I was especially pleased with the beauty of Washington.

Mr. White's medal is somewhat larger and thicker than a twenty-dollar gold piece. Emperor William's head is on one side and an emblematic figure with an inscription on the other.

STREET CAR TELESCOPED

Two Persons Fatally Injured and Six Seriously Hurt.

DES MOINES, Ia., Nov. 27.-Two persons were fatally injured and six seriously hurt in a street car collision at the foot of the Sixth-street hill here this morning. The street car got away at the top of a hill and crashed into another car at the bottom, six blocks away. The runaway car telescoped the second car and darted into the entrance of Lawrence's drug store, where it was checked by an iron post. Although both cars were crowded with passengers, most of them escaped by jumping. When the debris was cleared away Mrs. J. H. Frawley was found under a stove. Fatally Injured-Mrs. J. H. Frawley, crushed, internal hemorrhages; Helen Frawley, aged ten, spine wrenched. Seriously Injured-Mrs. J. J. Fay, H. H. West, Motorman Klein, an unknown boy, James Kirkwood, Julius Shane.

MORE TROUBLE IN HAITI.

Rumor that Gen. Alexis Nord Intends to Proclaim Himself President.

PORT-AU-PRINCE, Haiti, Nov. 27 .-While the situation here to-day is calm, serious disturbances were apprehended yesterday in the Chamber, which, at the request of the President, was surrounded by government troops. On the demand of the provisional government Gen. Alexis Nord, the war minister, recently left Gonaives at the head of 8,000 men for the capital and arrived last night at St. Marc. He can reach Port-au-Prince early next week. It is reported that General Nord intends to proclaim himself President. The rumor, which is not confirmed, is much discussed, and the people are awaiting his arrival with interest in order to learn his exact intentions.

Mrs. Eliza Stansbury Dead.

BLOOMINGTON, Ill., Nov. 27.-Mrs. Eliza Stansbury died here to-day, aged seventyfive. She was a wealthy pioneer resident of central Illinois and became noted through her generosity to religious institutions. She gave the sum of \$18,000 to the Milliken University of Decatur, and many other illinois institutions. She leaves the additional sum of \$54,000 in trust to be distributed after her death, but the beneficiarles will not be known until after the

PURDUE TIES NOTRE DAME AFTER A DESPERATE STRUGGLE.

Salmon's Line Bucking Makes the First Tally for the Latter, and the

Wonderful Full Back Kicks Gonl.

PURDUE SCORES IN THE SECOND

STANDS LIKE A STONE WALL AND G. MILLER MAKES TOUCHDOWN.

Indiana and Ohio State Play a Tie Game at Columbus, This Score Also Being at Six to Six.

CULVER DEFEATS SOUTH SIDE

SCORE OF 34 TO 0 PILED UP IN 25 MINUTES OF PLAY.

Results of Other College Contests-Games Declared Off-Outcome of

Games Played by High Schools.

yard dash of G. Miller, substitute full back, that saved Purdue from a heartbreaking defeat, and the tochdown was so unexpected that the disconsolate rooters were transformed into a shricking mass that did not subside till the players left

The struggle was by far the hardest of the year, the hardest, perhaps, ever fought on Stuart Field. Purdue did not show the splendid form exhibited in the Indiana contest. The interference was slow, fumbling was constant and costly, and the cold, muddy field made snappy play an impossibility. Notre Dame, in the first half, seemed to carry the Purdue linesmen off their feet, and Salmon's terrific plunges, directed nearly always at MacManus, left tackle, netted from five to eight yards each time. It was by this steady succession of line bucks that Notre Dame scored the

.Salmon resumed his plunging after the kick-off, but he began to feel the effects of his own terrific onslaught, and Purdue held, often throwing him for a loss. Salmon tried to punt, but his work was very poor; in fact, every kick was either half blocked or he would fumble the ball.

TERRIBLE POUNDING.

With the ball in its possession, early in

the game, Purdue used Miller and Kaylor until they were nearly worn out and once Kaylor hurdled Notre Dame's line and placed the pigskin on the latter's thirtyeight-yard line. A fumble then resulted in the ball changing hands. Salmon was forced to punt and Osborne caught it on Purdue's thirty-yard line. He fumbled and Salmen fell on the ball. Then began the terrible pounding that resulted in the first touchdown. With the score 6 to 0. Miller kicked off to Doar and Notre Dame falled to gain. Salmon punted, and Kaylor, Knapp and Miller carried the ball to Notre Dame's forty-yard line. Here Miller brought the ball back, but later was obliged to punt. Knapp carried the ball eight yards, and then fumbled. The ball changed hands several times after this and on Notre Dame's thirty-five-yard line Riebel fumbled, and the ball went to Notre Both teams, covered so thick with mud as to be indistinguishable, fought desperately. Purdue in defense, Notre Dame striving for a second touchdown. The ball was forced to Purdue's twenty-yard line and Salmon tried a drop kick, but falled miserably. The half ended soon after. The second half was even harder fought than the first, and disputes and inturies dragged it out until 4 was nearly dark MacManus, through w. m Salmon found a hole, was replaced by Davidson, and Emise took the latter's place at center. Salmon kicked off and Allen caught it. Purdue fumbled repeatedly in the middle of the field, but when Notre Dame got possession of the ball there was not the steady march down field that marked the first half Purdue held like a stone wall, and the whole half was fought in Notre Dame's territory. Long John Miller became more of a hero than ever by repeatedly advancing the ball, and Kaylor seldom failed to gain by hurdling the opponents' line. Several times Notre Dame got the ball by holding for downs. There were disputes over possession

did in the first half, for every time the ball was in Notre Dame's possession he would try to punt it out of danger. G. MILLER'S FEAT. Leslie fumbled on Notre Dame's thirtyfive-yard line when everything indicated a touchdown. Purdue held its opponent, however, and again had the ball. Kaylor and Miller continued to advance, but Knapp failed and he was replaced by Zimmerman, who started in by advancing the leather eight yards. Then Kaylor, who had been used unsparingly throughout the game, gave way to G. autler. Zimmerman made a splendid twenty-yard run for touchdown, but Referce Hadden would not allow it, claiming a forward pass. This caused a wrangle and much disarpointment. The ball went back and Hohn

of the ball, so narrowly did Purdue miss

making the required distance. It could eas-

ily be seen that Salmon had given up hope

of puncturing Purdue's line again, as he

was tackled for a loss. With the time almost up and gloom pervading the thousands on the bleachers G. Miller startled the spectators by dashing through Culinane, thirty yards for a touch. down. Leslie kicked the important goal that tied the game. Salmon had barely kicked off again when time was calle Three thousand persons saw the game and considered Purdue fortunate in getting a tied score. It was reported that Kaylor. McManus and Knapp had been hurt during the game, but to-night all were reported as well and as having suffered no niuries. Line-up:

Positions. Notre Dame. Purdue. Left end..... Leslie Left tackle. .Cullinane Left guard Riebel. dson. Center.O'Malley Emise. Right guard Right tackle. Fansler Right end. Left half back Doar Right half back......Nyere G. Miller Full back Salmon Touchdowns Salmon, G. Miller, Goals almon, Leslie. Referee-Hadden, Mich.